

## **ABSTRACT OF THE DISCLOSURE**

**Prior to me inventing this system, sidecar manufacturers were limited to two basic chassis designs.**

**The hard chassis leaf spring/buggy type design type design allows for the fitment of a motorcycle type wheel that will match the motorcycle, however it has proved dangerous, because of the high ground clearance. This design has been used by several sidecar manufacturers and was introduced in the early 1900's. At that point in time a motorcycle fitted with a sidecar would travel between 45 and 50mph.**

**Although improvements have been made on the basic design over the years, it is not conducive to modern day speeds and advanced technology in the industry.**

**This invention affords the ability to easily retrofit a system assembly to a modern day sidecar swing arm type chassis that is currently utilizing a 13-inch diameter or less lug type trailer wheel. The system allows for the fitment of a motorcycle type wheel in lieu of the trailer type wheel.**

**The Chelsea Swing Arm System Assembly retains the very low ground clearance (lower center of gravity) as a 13-inch diameter or less lug type trailer wheel used in conjunction with the modern day safer swing arm type chassis concept. The lower to the ground the sidecar rides, the less chance of the sidecar lifting in turns at today's higher speeds.**

**A larger circumference wheel and tire also add significant stability as there is more tire surface on the road. The system also allows the more aesthetically friendly wheel matching to the motorcycle capability that sidecar motorcyclist prefer. It was to these ends that the Chelsea Swing Arm System Assembly was invented.**